

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 " " " R. D. Thomas.
S.S. "FATSHAN," 2,360 " " " W. A. Valentine.
S.S. "HANKOW," 3,073 " " " C. V. Lloyd.
S.S. "KINSHAN," 1,995 " " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
S.S. "NANNING," 1,569 " " " C. Burchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
Canton to Tak Hing " " Single \$12.50. Return \$21.00.
Canton to Samshui " " Single \$7.50.

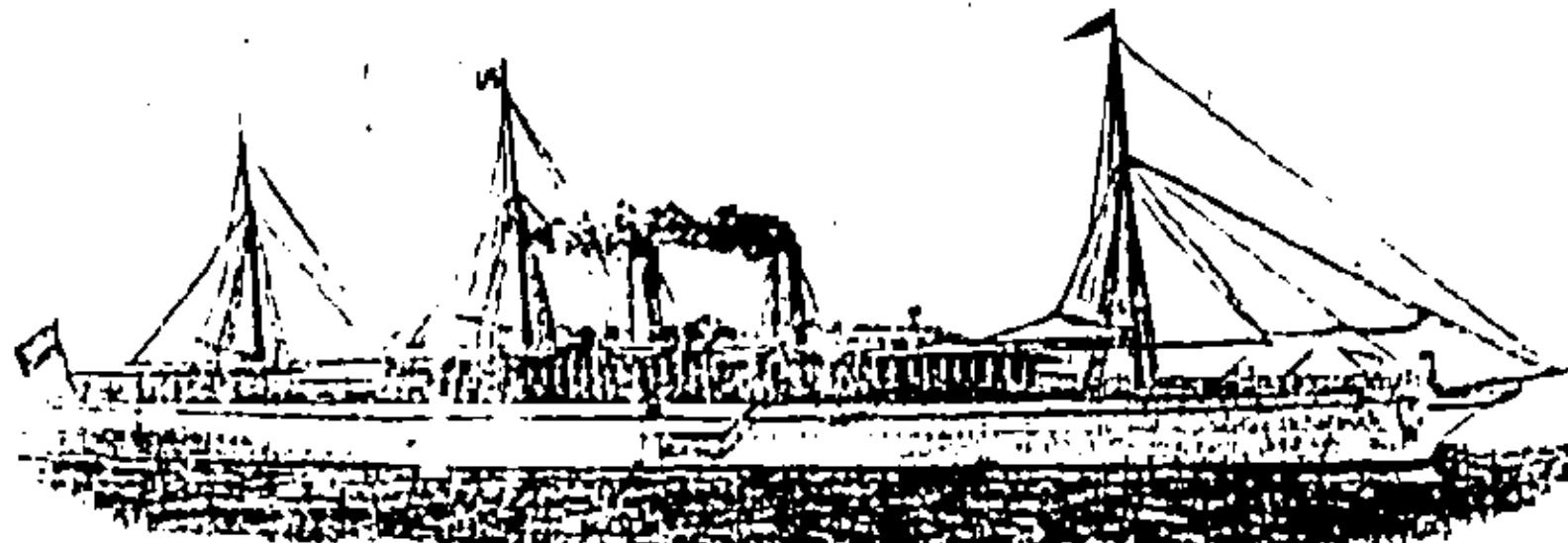
HONGKONG-WUCHOW LINE.

S.S. "LINFAN," 1,588 tons, Captain B. Branch. S.S. "SANUI," 1,588 tons, Captain H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," 1,588 tons, Captain R. Birss. S.S. "HONGKONG," 1,588 tons, Captain Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kunchuk, Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA," 6,000 Tons, WEDNESDAY, 29th March.
"EMPERESS OF INDIA," 6,000 " " " WEDNESDAY, 19th April.
"TARTAR," 4,425 " " " WEDNESDAY, 26th April.
"EMPERESS OF JAPAN," 6,000 " " " WEDNESDAY, 10th May.
"ATHENIAN," 2,440 " " " WEDNESDAY, 24th May.
"EMPERESS OF CHINA," 6,000 " " " WEDNESDAY, 31st May.
Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail " 40s. " 42s.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, etc., Hand Books, Rates of Freight and Passage, apply to
H. W. C. ADAMS, J.C., Acting General Agent,
9, Pedder's Street.
Hongkong, 15th March, 1905.

HAMBURG-AMERIKA LINIE. OBTATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES. Freight and Passengers.
RHEINANIA * MARSEILLES, HAVRE & HAMBURG. 20th March, 5 P.M.
Behrens (Calling at SPORE, PENANG & COLOMBO).
SUEVIA * HAVRE & HAMBURG. 4th April.
Kaiser (Calling at SPORE, PENANG & COLOMBO).
SILESIA * HAVRE & HAMBURG. 18th April.
Bahle (Calling at SPORE, PENANG & COLOMBO).
SLAVONIA * HAVRE & HAMBURG. 2nd May.
Schoenfeldt (Calling at SPORE, PENANG & COLOMBO).
SEGOWIA * HAVRE & HAMBURG. 16th May.
Schoenfeldt (Calling at SPORE, PENANG & COLOMBO).
FOR ODESSA.
With Transshipment at Singapore.
ANDALUSIA, Captain Filler, to sail from Singapore about 10th March, Freight.
FOR NEW YORK VIA Ports of Call, with liberty to call at the Malabar coast.
NUBIA, Captain Habel, about 25th May, Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers, Saloons and cabins amply lighted throughout by Electricity.
For further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Buildings.
Hongkong, 16th March, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principals Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PRINZ REGENT LUITPOLD WEDNESDAY, 29th March.
PRINZ HEINRICH WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH WEDNESDAY, 26th April.
PREUSSEN WEDNESDAY, 10th May.
MOERWED WEDNESDAY, 24th May.
BAYERN WEDNESDAY, 7th June.
ZETEN WEDNESDAY, 21st June.
GNEISENAU WEDNESDAY, 5th July.
SACHSEN WEDNESDAY, 19th July.
SCHARNHORST WEDNESDAY, 2nd August.
PRINZ HEINRICH WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH WEDNESDAY, 30th August.

ON WEDNESDAY, the 29th day of March, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, Captain H. Kuchner, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. SAILING DATES.
WILLEHAD 4,761 tons, MONDAY, 3rd April.
PRINZ WALDEMAR 3,727 " " " FRIDAY, 12th May.
PRINZ SIGISMUND 3,302 " " " FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship "WILLEHAD," Captain B. Zurboosen, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ EITEL FRIEDRICH, WEDNESDAY, 29th March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PREUSSEN, WEDNESDAY, 12th April.
KOBE & YOKOHAMA, PRINZ WALDEMAR, TUESDAY, 18th "

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th March, 1905.

Entimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 10.00 p.m. Every 15 minutes.
10.00 p.m. to 11.00 p.m. Every 15 minutes.
11.00 p.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p

Intimations.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS"
Des Vieux Road.

Everything for
Ladies' and
Children's wear.

NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.

NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FOULARDS,
AND
A splendid selection
of
NEW MUSLINS
at
Moderate Prices.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

NOW ON SHOW.
SMART SILK
AND WOOL
SHIRTS
of beautiful quality,
newest patterns.

OPEN KNIT SILK
SCARVES.

LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th March, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 17th March, 1905, at Noon, at
the Hongkong & Kowloon Wharf & Godown
Company's Godowns, West Point,
1,687 BAGS WHITE SUGAR.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th March, 1905. [355]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 17th March, 1905, at 2 P.M., at their
Sales Rooms, No. 8, Des Vieux Road,
corner of Ice House Street,
A NUMBER OF
IRON SAFES, SCALES,

ALSO
ENAMELLED WARE, SOCKS, FUR-
NITURE, GLASS WARE, PICTURES,
CROCKERY, COOKING STOVES, BICY-
CLES, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th March, 1905. [356]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF
the letting by Public Auction Sale, to be
held on MONDAY, the 20th day of March,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Barker Road, in the Colony of Hongkong,
for a term of 75 years, with the option of re-
newal at a Crown Rent to be fixed by the Sur-
veyor of His Majesty the King, for one further
term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
			N. S. E. W.			
104	104	Barker Road	145.5 145.5 145.5 145.5	29,416	158	1,350

Hongkong, 11th March, 1905. [353]

Notices of Firms.

P. & O. S. N. CO.

NOTICE.

UNDER instructions from the General
Managers, Mr. L. S. LEWIS will be
in Charge of the Company's business at this
Port during my absence from the Colony on
leave.

F. A. HEWETT,
Superintendent.

Hongkong, 11th March, 1905. [352]

NOTICE.

MR. FREDERICK SALINGER will sign
on firm per procurator during the
absence from the Colony of Mr. H. E.
TOMKINS.

REISS & Co.

Hongkong, 13th March, 1905. [353]

Entertainment.



CITY HALL.

UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.

MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.

FOUR CONCERTS ONLY.

FRIDAY, 24th March,
AND
MONDAY, 3rd April.

TUESDAY, 4th April.
AND
THURSDAY, 6th April.

Complete Change of Programme each Concert.

The Programmes include a unique collection
of
NATIONAL BALLADS
of
England, Ireland, Scotland and Wales,
ALSO
GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES,
BY
MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON,
The Eminent English Contralto.

MR. EDWARD BRANSCOMBE,
The English Tenor.

FOUR BOY SOLO SOPRANOS,
Leading London Cathedral Choristers.

Box Plan ROBINSON PIANO Co.
Prices \$3, 2 and 1. Concert 9-11 P.M.
Hongkong, 14th March, 1905. [354]

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [359]

WATER RETURN.

Level and Storage of Water in Reservoirs
on the 1st March.

	1904.	1905.
Tytam... 35' 6" below	34' 7" below	overflow
Byewash... 28' 8" below	28' 8" below	overflow
Pokfulam... 42' 0" below	29' 0" below	overflow
Wong-nai-cheong... 44' 9" below	41' 0" below	overflow

STORAGE GALLONS.

Tytam.....	149,646,000	154,500,000
Byewash.....	000	9,400,000
Pokfulam.....	28,000	552,000
Wong-nai-cheong.....	000	000

Total..... 149,668,000 164,452,000

Consumption of Water in the City of Victoria
and Hill District during the month of February.

1904.	1905.
Consumption... 71,731,000	102,723,000 gallons

Estimated po-
pulation..... 222,500 227,300

Consumption
per head per
day..... 11.1 16.1 gallons

Intermittent supply in force during the whole
month of February, 1904, and from 27th
February, 1905.

Consumption of Water in Kowloon Peninsula
during the month of February.

1904.	1905.
Consumption... 12,669,000	12,181,000 gallons

Estimated po-
pulation..... 66,350 72,100

Consumption
per head per
day..... 6.5 6.0 gallons

The Government Analyst reports that the
water is of excellent quality.

P. N. H. JONES,
Water Authority.

THE BANQUE OF INDO-CHINA.

At a meeting of the Singapore Legislative
Council on the 3rd inst. the Attorney General
introduced a Bill for the Incorporation of the
Banque de l'Indo-Chine, the objects and
reasons of which are stated in the preamble as
follows:—

Whereas a Company has been incorporated
in France for the transaction of banking and
financial business in the Colonies of France in
India, Indo-China and New Caledonia with
power to establish and carry on branches
and agencies in all other Colonies and Pro-
tectorates of France on the Indian and Pacific
Ocean and in Siam, China, Japan and the
ports of the Indian and Pacific Oceans not
subject to French sovereignty under the name
of "Banque de l'Indo-Chine" until the 21st
day of January 1920 under certain decrees
of the Republic of France and by the Statutes
of the Constitution of the said Company an-
nexed thereto it is provided that the liability
of the shareholders is limited to the amount
of their shares respectively:

And whereas Agencies of the said Company
have been established in this Colony: And
whereas it appears that the said Company has
in accordance with the law of France no
common seal and is therefore unable to
exercise divers of the powers which corpora-
tions having common seals can and may
exercise: And whereas it is expedient to en-
able the said Company to carry on its business
in this Colony in like manner as though it has
been incorporated under the law of this Colony:
Be it enacted &c.

In moving the first reading Mr. Collyer
said:—I move the first reading of a bill in-
titled An Ordinance for giving to a foreign
company called the "Banque de l'Indo-Chine"
certain facilities for carrying on its business in
the Colony of the Straits Settlements. It is
exactly the same in form and substance as the
ordinance incorporating the Netherlands Indies
Trading Society and the reason for introducing
it is exactly the same, namely the con-
venience of the commerce of the place and the
benefit of the Bank itself. There is no reason
why the Banque de l'Indo-Chine should not be
treated in the same way as the Netherlands
Indies Society, and the reasons being more or
less stated in the preamble I need not enlarge
upon them.

The Auditor General: I second the motion.
The Bill was read a first time.—Singapore
Free Press.

RUSSIAN GRAND DUKES.

THEIR PART IN THE CRISIS.

Much has been heard lately of the small
dynastic oligarchy which has throughout the
present Tsar's reign stood behind his throne
and guided his hand. Indeed, the Emperor's
action on Sunday, in surrendering to one of
them the task of dealing with the problem
raised by Father Gypno's massed petitioners—
has an especial interest of its own, for it has
been widely regarded in Russia and elsewhere
as a public confession of the Tsar's helplessness
in all other matters also.

The composition and character of this small
and hitherto rather nebulous party is, therefore,
of the highest importance at the present
moment. It had, indeed, been known for a
long time that in his reactionary policy the
Emperor has been supported, inspired, and, if
necessary, even overborne by the influence of
these tyrants of his own house, in the fiction
of the autocracy was necessary to the success
of the Grand Dukes. Now that the pretence
has been abandoned, on an occasion of such
importance, the personalities composing this
oligarchy, the real rulers of Russia, demand
some notice. Theoretically, it is composed of
the descendants in the male line of Nicholas I.,
but the real authority is vested in but three or
four men. As a matter of fact, like our own
Cabinet, it has no official status of any kind
whatever, and there can be no question that to
this intangibility much of the success which
has attended its persistent political intrigues is
due. Of its members, the Grand Duke
Vladimir, to whom Nicholas II. entrusted the
task of dealing with a situation which he him-
self was alone capable of redressing, is the
Tsar's uncle. He is a finely-built man, with a
resolute face, which his manner does not belie.
Into delicate political question he has neither

the interest nor, perhaps, the ability to go.
He is, however, a man of some shrewd fore-
sight, and his opinion possesses weight at the
Council. Alone among his party he has al-
ways lifted his voice against any attempt to
embroil Russia with Great Britain, and his
cousins and colleagues must now be thankful
for the support which Vladimir lent on more
than one occasion to Count Lamsdorff. He is
a stout supporter of a reactionary policy, but
is, as a rule, content to follow the advice of his
young cousin the Grand Duke Alexander.

This man, the Tsar's brother-in-law, is the
real ruler of the country, and must be possessed
of exceptional dexterity to have held together
for so long the jarring interests of this fanily
circle. Inherently selfish, and jealous of each
other, in all else, in one matter alone are the
Grand Dukes really united—the need, the con-
tinuous and pressing need of money. Alexan-
der it was who, in a financial emergency of
more than usually pressing nature, introduced
M. Besobrasoff to his uncle and family which
now bids fair to be the winding-sheet of the
present regime. M. Besobrasoff, as all the
world now knows, by securing for the Grand
Dukes enormous concessions of minerals and
forests in Korea and Manchuria, then laid the
seeds of that intemperate obstinacy and politi-
cal encroachment in the Far East which is
bearing bitter fruit to-day. Careless of all
except their endangered concessions, the Grand
Dukes party almost to a man pressed on the
war with Japan. The one exception was the
Grand Duke Serge, lately Governor of Moscow.
He is a stern and merciless disciplinarian, and,
of all his kinsmen, represents the bitterest and
most reactionary policy. In particular the
Russian Jews owe to this man the consistent
inhumanity with which they have been treated
during the present reign. Alexis, the Lord
High Admiral of what remains of the Russian
navy, is of a different type again. More deeply
involved in the ultra-Asian speculations of M.
Besobrasoff than any other of his relatives, it
was due to his direct insistence that Alexieff
was placed in supreme command. This act,
viewed with our present knowledge of the policy
of the Grand Ducal party, tantamount in
itself to a declaration of war, and for it Alexieff
otherwise an easy-going man and never inclined
to interfere with Alexander, as therefore chiefly
responsible. The violent friction which has
again and again taken place between the Admi-
ral and the Russian Foreign Office has been
rather due to Alexander than to his cousin, the
nominal head of the department.

There yet remain for notice the Grand Dukes
Cyril and Boris, sons of Vladimir—whose ex-
ploits and escapades in Manchuria are suffi-
ciently notorious—and Nicholas Nicolaievitch,
a man of whom little is known from the present
point of view. He has kept himself almost
wholly aloof from the world of politics, and by
virtue of a newly equal abstinence from
serious interest in his own profession, the army,
he remains an unknown factor so far as the
present crisis is concerned.

The private characters of the members of
this all-powerful committee are not, of course,
now under consideration, but it must be ad-
mitted that in the eyes of most well-informed
Russians there is also a public menace in the
cynical disregard of public opinion which is,
as a rule, displayed by them. It was not, of
course, to be expected that in members of an
autocratic house a respect for convention or
morality should be discovered which has rarely
been shown by them for the law itself. But
the grave scandals which have lately been dis-
closed in all branches of the Russian adminis-
tration, and the cynical appropriation of moneys
and comforts provided for the sick and
wounded, are regarded by all as no indirect
result of the thoughtlessness and self-indulgent
extravagance which characterise without excep-
tion every member of the Grand Ducal party.

They are rich men. Every member of the
Imperial house has been well provided for.
Estates of enormous size are enjoyed, by the
majority of these Grand Dukes, and the high
majority of State which the majority of them
fill, add directly and indirectly to their reve-
nues. But the reckless waste of money which
characterises them in every part of the world
would ruin men of far greater wealth than the
junior princes of the House of Romanoff are
ever likely to be. Their obstinacy in adhering
to an ancient régime is thus of necessity as well
as choice. The establishment of a constitu-
tion of the most elementary nature would at
once cut at their present means of livelihood,
and the fact that, by their own foolishness,
they have gone far to lose every vestige of
what at one time were enormous properties in
the Farther East, does but compel them to
cling all the more desperately to the right and
privileges which they still possess at home.

The most serious consideration of the pre-
sent impasse is that the Church of Russia
must necessarily throw in her lot with the
Tsar, and the Grand Ducal party is fully
aware, and intends to make the fullest use,
of the advantages which thereby
accrue to it. It is not, therefore, in the least
likely that any overt change in the present
régime will be attempted. It has served their
Imperial highnesses so well in the past that
they are little likely to run any risk now of
missing the substance of power by grasping at
the shadow. The problems which now con-
front the Reform party in Russia is rendered
doubly difficult by the anomalous position in
which the autocrat is by his own weakness,
and even by his own wish, now placed.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	107 7/16
Do demand	107 1/16
Do 4 months' sight	107 11/16
France—Bank T.T.	235
America—Bank T.T.	45 1/2
Germany—Bank T.T.	191 1/2
India T.T.	139 1/2
Do demand	139 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	91 1/2
Java—Bank T.T.	112 1/2

Buying.

4 months' sight L/C	110 13/16
6 months' sight L/C	110 15/16
30 days' sight San Francisco & New York	46 1/2
4 months' sight do	46 1/2
30 days' sight Sydney and Melbourne	111 1/16
4 months' sight France	239
6 months' sight do	240 1/2
4 months' sight Germany	191 1/2
Bar Silver	26 15/16
Bank of England rate	3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	1,150
Old	1,180
Older	1,275
Oldest	1,380
Paina New	1,137
Bepares New	1,075
Peris (Paper)	780/910

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow
growth." People believe in things that they
see, and in a broad sense they are right.
What is sometimes called blind faith is not
faith at all. There must be reason and fact to
form a foundation for trust. In regard to a
medicine or remedy, for example, people ask,
"Has it cured others? Have cases like mine
been relieved by it? Is it in harmony with
the truths of modern science, and has it a
record above suspicion? If so, it is worthy of
confidence; and if I am ever attacked by any
of the maladies for which it is commended I
shall resort to it in full belief in its power to
help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical
men, and the people of all civilized countries.
They trust it for the same reason that they
trust in the familiar laws of nature or in the
action of common things. This effective
remedy is palatable as honey and contains all
the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It quickly eradicates the
poisonous, disease-breeding acids and other
toxic matters from the system; regulates and
promotes the normal action of the organs,
gives vigorous appetite and digestion, and is
infallible in Prostration—following Fevers,
Anemia, Scrofula, Influenza, Wasting Diseases,
Throat and Lung Troubles, etc. Dr. W. A.
Young, of Canada, says: "Your tasteless pre-
paration of cod liver oil has given me
uniformly satisfactory results, my patients
having been of all ages." It is a product of
the skill and science of to-day and is successful
after the old style modes of treatment have
been appealed to in vain. To try it is to trust
it forever after. It cannot disappoint
you and is effective from the first dose. Sold
by chemists everywhere.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Office of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [322]

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Office of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [321]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Company's Office, St. George's
Building, No. 6, Connaught Road, Victoria, on
SATURDAY, the 25th March, 1905, at 11 A.M.,
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the
22nd March, to SATURDAY, the 25th March,
both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1905. [349]

CAMPBELL, MOORE AND COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 29, Queen's
Road Central, on FRIDAY, the 31st March,
1905, at Noon, for the purpose of receiving the
Report and Statement of Accounts for the year
ending 31st December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 31st
March, both days inclusive.

By Order,
M. A. A. SOUZA,
Secretary.
Hongkong, 15th March, 1905. [373]



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:—

On THURSDAY, 16th March:—
From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 2.00 P.M., and
finishing at 3.30 P.M.

On FRIDAY, 17th March:—
From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 2.00 P.M., and
finishing at 3.30 P.M.

If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 15th March, 1905. [372]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR
SCOTCH
WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises).

Specially

Recommended:

Per case, quarts.

Chateau La Tour Marceau ... \$9.00

(a fine full flavoured claret).

Chateau Haut Vigneau ... 18.00

(a splendid after dinner wine).

Chateau La Tour de l'Ele ... 18.00

(a white wine of exceptional bouquet).

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 31st December, 1904. [35-1]

NOTICE

All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS. nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportionally, are delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Singls Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 16, 1905.

AT THE GREAT PASS.

News from the seat of war shows that the second stage of the campaign in the North is being associated with another desperate fight in the neighbourhood of Tieling where the Russians have been engaged upon the defences which they prepared with frantic haste. They realised the strategic importance of the position and were determined that, within the short time left to them before the arrival of the Japanese, it should be made as impregnable as possible. It was unlikely of course that the remnants of the Russian armies would give it up without a struggle, for as we pointed out the other day, Tieling, or the great pass, is the strongest position that can be found anywhere on the railway between Harbin and Newchwang, and it is not to be easily outflanked. It was open to doubt whether they would be in a position to avail themselves of the advantages which this natural fortress would afford to a powerful army and, with the continued success of the Japanese troops, the place has been taken in a remarkably short period of time. The Russians have commenced another disastrous rout and the fighting during the coming fortnight or so will probably consist of a series of defeats followed by constant retreats, according as General Kuroki succeeds in effectually cutting off their retreat or not, and the march on Harbin will commence. The end is thus in sight although weeks of fierce fighting may still have to come to bring it about. It is surmised that when Harbin has fallen the task which the Japanese set themselves to accomplish when they embarked upon the war will have been completed, for it is recognised that they cannot go on pursuing indefinitely an ever-retreating army. No doubt their plans have been so carefully laid out that they must have drawn a line somewhere beyond which they have resolved not to go. They set before themselves the task of driving the Russians out of Korea and Manchuria. That was the primary object of the war and one which they are accomplishing with remarkable rapidity, thanks to the fleetness of Kuropatkin's forces. Within the course of the next few weeks we shall doubtless find that they have drawn much nearer to their own territory than they even anticipated would be the case when they consented to a full evacuation of Manchuria at the time of signing the Convention with China. They ought to have been on the other side of the fence by October 1903, were to have withdrawn from the Great Wall to the Liau River a year previous to that date, from east of the Liau River, including the remainder of Mukden, and Kirin by April 1902, and from the Heilungkiang province some eighteen months ago. But somehow the promised programme was not carried out, and the lesson now being taught them by the Japanese will be sufficiently impressed upon the Empire of the Tsar as to give him cause for reflection before entering into agreements which he has no intention of carrying out.

LOCAL AND GENERAL.

THE German Mail of the 15th February was delivered in London on the 15th inst.

OWING to the departure of H. H. J. Gompertz for home, Mr. F. A. Hazeland was the only Magistrate sitting this morning.

It is stated that a Japanese gentleman agent of a colonization company, is now in Foochow trying to enlist 300 families of Chinese to Mexico for agriculture and plantation. —*Eastern Times*.

MR. J. M. Beck, Superintendent of the Eastern Extension Co., Ltd., states that owing to interruptions of English landlines and six cables off the coast of Portugal by storms delay may be expected on telegrams from Great Britain.

LIEUT. General Sir Ian Hamilton, the British Military Attaché, who has just come down from Manchuria, is a passenger on board of the homeward bound steamer *Princess Alice*. Before leaving Japan he was given a farewell audience by the Emperor and Empress at Tokio, and afterwards inspected the palace.

A PEKING wire of 5th inst. says:—President Chao Erh-sen, of the Board of Revenue, has requested Professor Jenks to come to China to assist him in establishing the new national bank of China, and reforming the currency system.

A SHOUL telegram to the *Mainichi*, dated the 28th ult., states that the Korean Emperor has become a convert to Roman Catholicism and has intimated to the Roman Catholic mission at Seoul his desire to be formally received into that Church.

YAN Hing, a general dealer of Peel Street, charged with packing his goods on the steps provided at Praya West for use by passengers arriving and departing by sampan, was this morning fined \$35 with the alternative of six weeks' imprisonment.

THE revised commercial treaty between China and Portugal has been rejected by the parliament of the latter country, especially on the point regarding the Canton-Macao Railway. The treaty commissioners will have to reconsider this point. —*Sin-wan-pao*.

THE sale of the goodwill, stock in trade, furniture, etc., of the Ty Sing firm, advertised to take place to-day by Messrs. Hughes and Hough, auctioneers, by order of the Court, at No. 108 Queen's Road, Central, was cancelled, the matter having been arranged privately.

CHEW Shu Suu, and another coolie had an altercation in Hollywood Road, in the course of which Chew seized a knife and cut the other man over the cranium, necessitating his removal to hospital, where his wounds were dressed. Chew was sent this morning to one month's hard labour.

THOMAS Smith, a quondam ship's master, but at present unemployed, was placed before Mr. F. A. Hazeland at the Magistrate's Court, charged with being drunk on Queen's Road, Central, yesterday, and was fined \$2 or 7 days. A similar penalty was imposed on an Indian watchman for a like offence.

THE death is announced of Mr. P. Signet, architect, of the Public Works Department, who has fallen a victim to the unusually prevalent disease of small-pox. The deceased came out from home to join the staff of the P. W. D., in Siam, just about ten months ago; he was only twenty-five years of age and was the only son of his parents, both of whom are alive.

THE Hongkong Odd Volumes Society announce that Inspector Cotton has kindly consented to deliver a lecture, on "Tea: Its History, Cultivation, and Manufacture" in the former Chamber of Commerce room, at the City Hall, on Wednesday, the 22nd inst., at 5.15 p.m. Dr. F. W. Clark will take the chair. Ladies are invited, and members may ask their friends.

H. E. Chang yen-mao has telegraphed to His Excellency Yuan Taotai of Shanghai and Taotai Shen Tung Ilo as follows: On the 26th of last moon (Chinese calendar) the court gave judgment for the plaintiff, and ordered the prosecution to abide by the memorandum, and to pay all costs. In regard to the watered shares, separate charges will be made out. You are hereby requested to give the shareholders all the desired information.

It has long been the endeavour of the Indian army to persuade as many of its officers as possible to learn Chinese, while there are yearly more and more officers in India who speak Russian. Now, Lord Kitchener is also particularly anxious that they should add Yunnanese, which would be vastly useful round Burma. Lord Kitchener is making what are described as special "facilities" for the study of the language, which is said to be remarkably difficult.

A SAMPLE bottle of Guinness's extra stout of the Pig brand quality, as specially bottled for the Wine Growers Supply Co., for whom Messrs. Barretto and Co. are local agents, is really an excellent beverage and an aid to digestion and can be recommended by medical men to their most delicate patients. The brand is only slightly higher in price than other bottlings of Guinness's, a cask of eight dozen pints running at \$24, while a cask of four dozen quarts is priced at \$19.

WHEN the Kansas country editor dips his pen into the inkpot for fine writing, he is bound to leave a pretty wide trail behind him. Here is an obituary notice from the *Bourbon County (Kansas) Express*: "About five o'clock yesterday afternoon the death angel noiselessly entered the M. E. parsonage, touched gently the emaciated form of the parson's daughter, left a piece of inanimate clay to the tender care of weeping loved ones, and bore back to the bosom of the Master a human soul."

MR. W. R. D. Beckett, H. M. B. Consul at Bangkok, who is going home on leave of absence, was the recipient of an address, and presentation from the Chinese British subjects in Bangkok. Besides the address Mr. Beckett was asked to accept a large ornamental Chinese silk banner, four rolls of Shanghai silk and a couple of Shanghai vases. The banner was a very handsome one, about 10 feet in height, with symbolic figures and bearing an inscription wishing Mr. Beckett wealth, length of days and many sons.

NOTWITHSTANDING the inclement weather last evening another large audience was at the Theatre Royal to witness the third production of "Three Little Maids" by the Dallas-Bandmann Opera Co. It was again a most successful performance, every one of the company going through his or her part with conspicuous merit, and the applause which punctuated the play was ample proof of the hearty appreciation on the part of the audience. This evening "The Girl from Kays" will be staged, and another large house is already assured.

MUSKETRY.

INTERESTING LECTURE ON THE NEW RIFLE.

Colour sergeant Bullock, of the 2nd Royal West Kent Regiment, gave another of his highly interesting lectures on musketry, at the City Hall, last evening, the new rifle forming the main feature of his discourse. The President of the H.V.R. Association, Mr. Henry S. Berkeley, presided, and amongst a fairly large attendance were Hon. Capt. Barnes-Lawrence, H. H. J. Gompertz, F. B. L. Bowley, Hon. Mr. Gershom Stewart, H. W. Looker, W. H. Trenchard Davis, Rev. C. H. Hickling, A. C. Dick Melbourne, Hon. Mr. E. H. Sharp, K.C. The Sergeant commenced his remarks by referring to a number of breaches of etiquette when shooting was going on at Kowloon. Every member, when going on the range to shoot, should give his name to the person superintending. Unless this was done it was impossible to give every man his proper place. Now according to strict rule no one but the officer in charge was allowed to go within thirty yards of the person firing. It was common, however, at Kowloon to see members walk straight up to the firing point and talk quite close to the men who were firing; this was most disconcerting and a man shooting and hearing remarks being made behind him, either of his good or bad shooting was easily made nervous, or as they said put off. The officer superintending was entirely responsible for the safety of the people firing, and when the red flag was hoisted at the butt those at the firing line should throw open the breeches of their rifle if loaded. Some people actually began to load or laid their rifles down with a finger on the trigger. Nothing could be more dangerous when two people were firing at the same target; it was an advantage to load together, it was also an advantage to keep the breach open between one shot and another, whilst if a man was not actually going to fire his rifle should not be loaded at all. When two men were firing off the same mat and one man finished before the other he was apt to pick up his belongings and get away. But he should remember the other man, for in rising the slightest movement would spoil his aim. The Colour Sergeant then explained at great length the mechanism and working of the new short rifle and dwelt particularly on the differences noticeable between the new and the old. He dwelt upon the absolute necessity of keeping the new rifle perfectly clean, and they should see that every time they went to the Range the rifle was clean. Coming back from the Range, it should be again perfectly cleaned, and the barrel and breach action thoroughly oiled. In conclusion he showed the proper position in which a man should be when about to shoot, and said that in shooting they should never pull the trigger or they were bound to jerk the rifle but to gently squeeze it, when it would go off easily.

Replying to a few questions, Sergeant Bullock said that his experience of the new rifle was that it was a particularly good one. He had heard many adverse opinions regarding it, but he thought it was an excellent one. It had no cut-off and loaded the same as a Mauser.

The President proposed a hearty vote of thanks to the lecturer for his very able and instructive remarks. On Saturday there would be about twenty new rifles available on the range, and the knowledge they had gained that evening ought to be sufficient to enable them to use the weapon properly. He was glad to hear that the new rifle was considered a valuable weapon. On behalf of the members he would say that as regarded the limited room at the firing point, the Association would make a recommendation in such a quarter which they hoped would result in the proper size being acquired.

This brought the meeting to a close.

NAVAL NOTES.

The Chinese Government has succeeded in appropriating Tls. 1,000,000 and has resolved on the reorganization of an Imperial Navy.

The t.p.d. *Janus* is at present in the hands of the Dock Co. who are giving the little ship a complete overhaul and putting new bottom plates in her.

While the torpedo boat destroyer *Whiting* was returning to port from Mira Bay in the prevailing fog and slowly feeling her way, she bumped into a sand bank near one of the small islands at the entrance to the harbour. The damage sustained was trifling, and it has not been considered necessary to dock her.

An entertainment given by the Dramatic Co. of H.M.S. *Sirius* at Shanghai was greatly appreciated, and where all the artists were so good, says the local *Times*, it is invidious to praise any single performer. An excellent entertainment was provided. The Handy men propose to celebrate the second anniversary of their going into commission, on the 17th of March, by an entertainment given on board ship. This will be the last appearance of the *Sirius* upon the China Station, as, under the new regulations, she has been declared obsolete.

SHIPPING TEJISAM.

The tug-boat *Samson*, which was bought last year by Mr. Bennett Durleigh as Press-boat for the *Daily Telegraph*, has been bought back by the Shanghai Tug and Lighter Co., Ltd.

The British steamer *Danvers* under charter to the Nippon Yusen Kaisha; the British steamer *Teur* and the German steamer *Talfoe*, engaged by the Osaka Shosen Kaisha; the Norwegian steamer *Slipner* chartered to the Mitsui Bussan Kaisha; and the Norwegian steamer *Dramore* hired by a gentleman in Kobe, have all been granted permission to engage in the coasting trade until September 2nd 1905.

THE CHINA AND MANILA STEAMSHIP CO., LTD.

The report for presentation to the shareholders at the twenty-second ordinary general meeting to be held at the office of the general managers, on Saturday, the 25th inst., at 11 a.m. is as follows:—

Annexed we beg to submit to shareholders the usual annual statement of accounts for the year ending 31st December, 1904.

The net profits \$38,107.70, which is proposed to appropriate as follows, viz:—

To place to reserve fund \$5,000.00

to pay a dividend of \$1.00 per share 24,275.00

to carry forward to next year's account 8,832.70

As the *Perla* could not be run at a profit she was sold to Japanese buyers in August last. The *Rubi* and *Zafro* have made the service regularly throughout the year between Hongkong and Manila, and, as their earnings show, have proved themselves well adapted to the altered conditions of this trade which now depends more upon foreign passengers and cargo than on Chinese as formerly.

In accordance with resolutions passed on the 5th October, 1904, and 11th October, 1904, the capital of the company has been reduced to \$750,000.

Consulting Committee.—Mr. J. H. Lewis having left the colony, Mr. H. P. White was invited to take his place on the consulting committee.

In accordance with the articles of association Messrs. N. A. Siebs, D. E. Brown, H. P. White and A. V. Apar retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th March, 1905.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.

Balance at debit brought forward

from 1903 \$ 63,123.66

Consulting committee's fees 4,000.00

Auditors' fees 400.00

Interest 22,710.12

Charges 2,738.43

Amount written off as depreciation

and loss 544,797.60

Loss on working account s.s. *Perla* 29,938.23

Balance 38,107.70

\$705,798.78

Amount written off capital account

as per resolution passed at extra-

ordinary general meeting of share-

holders held 5th October, 1904,

and confirmed at meeting held

26th October, 1904 \$66,875.00

Exchange 3,777.16

Profit on working account s.s. *Rubi*

and *Zafro* 95,146.62

\$705,798.78

BALANCE SHEET.

Liabilities.

Authorized capital—

30,000 shares @ \$50

each \$1,500,000.00

Less written off as per

resolution passed on

5th October, 1904,

30,000 shares @ \$25

each 750,000.00

\$ 750,000.00

Issued and fully paid

24,275 shares @ \$50

each \$1,213,750.00

Less written off on

24,275 shares @ \$25

each 6,068,750.00

\$566,875.00

Calls on shares forfeited now belong-

ing to the Company 8,785.00

Underwriting account 13,167.43

Due to general managers 775.38

Sundry creditors 25,000.52

Company's bankers 276,237.00

Balance of profit and loss account...

38,107.70

\$969,648.23

Assets.

Value of steamers *Rubi* and *Zafro* \$83,000.00

" " Hongkong buoys and moor-

ings 3,400.00

" " Manila buoys and moorings 4,900.00

" " stores on hand 6,000.00

" " coal on hand 5,715.50

Proportion of premium on current

policies 53,541.07

Sundry debtors 22,785.43

Outstanding freights 1904 39,535.50

Cash 790.64

\$969,648.24

We have compared the above statements

with the books and vouchers of the company

and have found the same in accordance there-

with.

T. ARNOLD, } Aud. trs.

W. H. POTTS, }

Hongkong, 6th March, 1905.

The H. A. L. s.s. *Rhenania* left Shanghai

for this port on 15th inst., and may be

expected here on 18th inst.

The P. M. S. S. Co's s.s. *Korea* with mails,

&c., left Shanghai for this port on 16th inst.,

at 1 a.m., and is due here on 18th inst., at daylight.

The C. P. & C. Co's s.s. *Kyushu* of Japan

arrived at Kobe at 11 p.m. on 14th inst., and

left again at noon Wednesday for Yokohama

where she is due to arrive at noon on 16th inst.

The O. & O. S. S. Co's s.s. *Coptic* with

mails, &c., from San Francisco to the 25th ult.,

via Honolulu, has arrived at Yokohama, and

leaves for this port to-morrow morning, via In-

land Sea, Kobe, Nagasaki and Shanghai, and

is due here on 16th inst.

TELEGRAM.

TIEHLING OCCUPIED.

THIS MORNING.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegram:—

Tokio, 16th March, 1 p.m.

Our advanced troops, pressing the enemy everywhere, occupied Tieling at 6.20 a.m. to-day (Thursday).

STRIKE AT THE COTTON MILL.

Mr. A. Shaw, manager of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., prosecuted the timekeeper at the East Point mill with inciting the hands to strike, and preventing 150 boys from working by which the mills work was impeded and serious loss was sustained on 13th inst. The defendant alleged there had been many assaults at the mill and he was afraid to work there.

The case was adjourned to secure evidence.

MACAO NOTES.

TELEGRAMS.

[Ruler's.]

The Defences of Indo-China.

LONDON, 14th March.

M. Clementel, French Minister for the Colonies, will spend September in Indo-China studying the improvement of defences in view of the changed conditions existing in the Far East.

The War.

General Kuropatkin, wiring on the 11th instant, admitted the loss of 50,000 men wounded.

DEFENDING TIELING.

Preparations for the defence of Tieling are going on with frantic haste; new trenches are being dug, and fortifications constructed.

Russia.

Later.

Peasants have brutally slaughtered nine landed proprietors in the province of Kursk, Southern Russia. The peasant movement is rapidly spreading.

THE COLONIAL FOOD SUPPLY.

PORK: ITS FIRST AND MARKET COST.

A further communication received from "Subsistence" on this interesting subject deals with the question of profit made by the pork butcher after he has purchased his meat from the dealers in the depots. In a former letter our correspondent pointed out that the cost of a pig bred and reared in the locality is for, say, an animal of 100 lbs, about \$30 each, while for those of the same weight brought here from Hainan \$17 to \$18 is obtained. Therefore taking the local animal at a hundred lbs. weight the pork butcher has to pay \$20.30 including the fee for the animal, and as the porkers are slaughtered quickly he stands to run but little risk of any loss. After killing there is about 85% of meat left which fetches 24 cents per pound, so that he nets \$20.40 for the choice cuts such as chops, legs, shoulder and so on. The liver, weighing about three lbs., is sold at 20 cents per lb.; the heart at 12 cents; kidneys at 15 cents the pair, feet 50 cents the set, while chutlings and fry, say 3 lbs at 15 cents the lb., bring in another 45 cents. The average weight of the head is 17 lbs, and this sold at 15 cents the lb. makes another \$1.50, or a total realised on sale of \$23.42, free which has to be deducted the expenses \$20.40, leaving a profit of \$3.02 per head.

CHINA BORNEO CO.

A last ordinary meeting of shareholders of the British North Borneo Co., held in London, the chairman (Sir Charles Jessel), reviewing the progress of the territory thus refers to the China Borneo Co. in which Hongkong is more or less interested:—"The new patent shipway, which will be of the greatest benefit to local shipping, belongs to the China Borneo Company. It is capable of dealing with all the local shipping under 150 ft. in length. This is the sort of thing we wish to encourage, and we trust that the owners of the ship will be handsomely rewarded for their enterprise. In time, no doubt, someone will provide a dry dock for a larger class of vessels. There are many excellent sites in both Sandakan and Jesselton district for such a dock, and there is most certainly a demand for one, the nearest being Singapore."

SHIP'S DRYING EXPERIENCES IN THE ICE.

The crew of the American steamer *Tacoma* (825 tons), which has succeeded in reaching Kunajiri island, after great trouble with the blocks of ice in the northern sea, reports that she left Seattle for Shanghai on Jan. 5. On arriving in the vicinity of the Kuriles, she met with a gale near Urup island, and after being in great trouble for three days she got to Soya point, where she again experienced much difficulty from floating ice. After drifting for over twenty days near Atoliya, she was driven to the vicinity of Nikishiro. Five days later she arrived, after great trouble, at Otatoni. Another vessel, of unknown nationality, is said to be in difficulties with floating ice off Kitami province, Hokkaido.

CHINESE QUICK CLOSING.

The quick closing methods adopted for the new Chinese loan afforded very little, if any, opportunity for the ordinary investor to apply for the issue. It is true that the loan was comparatively small, and that it was likely to be many times over-subscribed, but the *Pall Mall Gazette* says that there are hardly sufficient reasons for such a drastic measure as closing the list within an hour of the opening. The method is very fairly summed up in a letter which a firm of brokers wrote to a client to whom, under the circumstances, they were unable to send a prospectus. "This may be complying with the spirit of the law," they wrote—having remarked that prospectuses were issued the first thing in the morning and the list was closed at 10.25—"but it certainly is no more." How different, indeed, are the Japanese methods, as we have recently had reason to note.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—"On the 16th at 12.15 p.m. the barometer has fallen over the Formosa Channel, and risen in the neighbourhood of Hongkong. Pressure remains high over N. China, and relatively low along the S. coast of China. Gradients are apparently rather steep in the North and moderate in the South. Forecast:—N.E. to N. winds, moderate; the weather is likely to improve. The information received this morning is very scanty."

THE CONSERVANCY OF THE HUANGPU.

After the many years of agitation of this question in the Press, and riparian owners, and the Chambers of Commerce, in Shanghai, and its settlement by the final Protocol of 1901 which has been allowed to be a dead letter every since, a step forward has really been taken, and the Diplomatic Body at Peking has approved a scheme, the real author of it is not mentioned, but his name is an open secret, and he has earned the gratitude of Shanghai, whether the scheme is really promptly put in operation or not. In the Council Minutes published yesterday morning, says the *N. C. D. News* of 9th inst., a letter from the German Minister at Peking, Freiherr Mumm von Schwarzenstein, was included, which referred to the Council's request to be supplied with a copy of the new scheme. The German Minister most courteously explained that, "as diplomatic usage does not permit of publishing the details of negotiations between Governments before their conclusion, the Representatives of the Powers do not consider themselves authorised to communicate the terms of the proposal in question until they have been approved by their respective Governments as well as by the Chinese Government." The explanation is perfectly sound and we are therefore more pleased that we were able to present our readers yesterday morning with the full text of the new scheme. There is some doubt, however, we understand, whether the Chinese Government has formally approved the scheme; but this approval will, no doubt, be given, as the scheme is in accordance with the view of the Nanking Viceroy. The great, and not entirely unreasonable objection that the successive Viceroys at Nanking had to the Protocol scheme was that it virtually took the control of the Huangpu out of their hands, and put it into the hands of a foreign commission, while the new scheme leaves the entire control in the hands of the Taotai and Commissioner of Customs for the time being, the proper persons under normal conditions to have charge of the work.

This is provided in Article I., which also provides that no change shall be made in the present arrangements with regard to river police and quarantine work, lighting and buoying, pilot service, etc. All this work is done by the Customs at present, and done to the general satisfaction of all interested. It is a curious fact, but one we have noticed more than once, that the channel from Shanghai to Woosung has never been buoyed; we presume it is because the coasting pilots all know it, and the others have to take pilots any way; but it would not be an extravagant or unheard-of thing to do it. Article II. provides that within three months the Chinese shall appoint an expert engineer, to undertake the contemplated improvement of the Huangpu; the stipulation that a majority of the Treaty Powers must approve of the selection introduces an element of possible delay, but it is to be hoped that no practical difficulty will result from this. In Mr. de Rijke, who has studied and knows the question thoroughly, the Chinese have at hand the man they want, and we have no doubt that he would be approved by the required majority of the Diplomatic Body.

Article III. provides that all contracts for work, material, etc. shall be put to public tender; while Article IV stipulates that a quarterly report shall be made to the Consular Body here of work done and money expended. Articles V, VI, and VII abolish vested interests in berths and buoys, etc., in the river, placing the whole control in the hands of the Taotai and Commissioner of Customs, who are also given authority to do dredging work in the river. This puts the whole management of the river from bank to bank in the hands of the new Conservancy, the buoys, the pontoons, the opium hulks, etc. We may safely presume that there will be no arbitrary interference with what are regarded as long established rights in the matter of berths and buoys, though what is contemplated is the establishment of a system of public moorings in place of the present fixed berthing places.

The delicate question of the carrying out of the improvement of the river, and the ownership of accreted land in front of the property of existing riparian owners, are treated in Article VI. The price of any land that may be expropriated, and the price of new land made by the regulation of the banks of the river, will be determined by a Commission consisting of one person selected by the Consul of the landowner affected, one person selected by the Doyen of the Consular Body, and one person selected by the new Conservancy authority. If the Doyen of the Consular Body is also the Consul of the landowner affected, the second member of the Commission will be selected by the Consul next in seniority to the Doyen. "The Consul having jurisdiction over the party interested will give effect to the execution of the Commission's decision." Riparian owners will have the first right to buy land accreted in front of their properties. It is to be hoped that the Commission appointed by this Article VII will work without undue friction; but at first sight it would appear that the landowner affected in each case will have one Commissioner on his side and two against him. Evidently there is to be no appeal from a decision of the Commission, and the minority member is bound to see that a decision is carried into effect.

Article IX provides that the whole cost of the new scheme shall be borne by the Chinese Government, without any contributions from riparian owners, trade, or navigation. Article X specifies the sum to be devoted to the work, viz. \$1,500,000 a year for twenty years, and the sources from which the sum is to be derived, the entire rights on the opium collection of Szechuan and Soochow. China may, if necessary, raise loans for the prosecution of the work on this security; and if these sources are insufficient, China must furnish others. Article XI empowers the Consular Body to see that the work is proceeded with diligently, carefully, and economically, and may, if necessary, insist on the dismissal of the engineer and the selection of another one, the Diplomatic Body being the referee in case of the refusal of the Conservancy authority to act on the representations of the Consular Body; while Article XII holds over the Chinese Government the threat of a reversion to the impracticable Annex 17 of the Protocol of 1901, if this new scheme is not faithfully carried out. The new scheme promises fairly; let us hope that the performance will not fall short of our expectations.

THE COTTON INDUSTRY.

The why, when and whence of the introduction of cotton cloth manufacture into China is problematic, if not legendary. Some of those most interested in the history of Chinese products and industries believe that cotton as a plant is indigenous of the soil of Chi a; others believe it came from the north western frontiers of India and Burma, while Chinese accounts, which are not always to be relied upon, attribute its introduction to that period of trade greatness when in the second and third century B.C. the ships, agents, and caravan merchants traded with western Asia and the east coast of Africa and there received instructions from the progressive Emperors of those days to procure all samples of seeds and manufactures. The seeds came, according to these accounts, from the African coasts and then went to India, when propagation reached the point when seeds might safely be sold. The more reliable historians of Chinese products and industries have but little compunction in sweeping aside these highly problematic tales and placing the introduction of cotton plants into China subsequent by a few centuries to the commencement of the Christian era. Search as we may amongst all authentic works on China we find no trace of the use of cotton garments prior to the commencement of the sixteenth century A.D.

It appears that the smaller and relatively wealthier population of China indulged in silk and woollen materials prior to this time. Silk materials were patronised in the south, but only during the summer. In the north, goat's hair cloth and camel's wool materials formed the garments of the winter, and over these latter, men wore fur breastplates, the claws of animal's skin indicating the calling of each man. We see this in the leopard and tiger skin fronts of the Chinese and Manchu banner-men and braves of the present day.

With the sudden increase in the population under the peaceful rule of the Tang dynasty, poverty moved beside opulence and prosperity, and it became necessary to provide a tougher and lasting material for the working people. Cattle and sheep began to disappear from the southern and warmer provinces which were given over almost entirely to the husbandman. There can be little doubt but that the traders of this dynasty may be considered the cotton pioneers of China, and their efforts received an impetus from that wonderful woman, the Empress Wu Tsi-hien, who insisted on the very best class cotton seeds being introduced to the regions south of the Yangtze, that is to say, what might be called the Kiangnan delta. This strong minded woman, whose counterpart is found in the twentieth century Empress Dowager, was undoubtedly a woman of many parts, and if history be correct she encouraged the cotton spinning and weaving by working by her own royal hand her own spinning wheel and small looms in her own place. She exhibited there works with those of her subjects and if any sample belonging to the latter proved superior to those sent by the royal fingers those subjects were royally rewarded. Thus did Chinese royalty patronise the industries of those days.

The cotton industry after this seems to have been more or less firmly established, but attracted little attention in comparison to other industries, typically Chinese, as no particular mention is made of it until we read that in the 13th Century, Marco Polo found the cotton industry most important and a flourishing one in the Fukien province. The dyeing of the material was conducted before weaving, and from native accounts was a most interesting process. The spun thread was dyed in great quantities and then hung out in the sun to bleach as much as possible. If the threads became too pale they were again dipped and hung out, the process being continued until the exact tinge was procured. In this way the most wonderful shades of yellows, blues, greens and reds were manufactured. This method of dyeing to what is called permanent dyes, seems to have been a thoroughly oriental idea as we find it a practice amongst the Persians, Turks and the less progressive people of Kashgar as well as in Burma and India. It accounts also for the permanent brilliancy of oriental colouring.

Much of these textiles were shipped at this time from Fukien and Kiangnan province to the islands of the southern Asiatic seas. Whether the industry had spread into the interior of China at this period is not stated, but Marco Polo informs us that long tunics of cotton of various fineness were worn by Tibetans, western Chinese and Mongols.

When we come down to the nineteenth century we find cotton garments the chief wearing apparel of the hundreds of millions which formed the population of the Chinese Empire and sold fabrics as the luxuries of the rich and official classes.

We find that in the year 1850 the Jesuit fathers estimated the annual cotton product of Kiangnan as averaging over 28,000 tons and it would seem that it has vastly increased since that date, both in quantity and quality, although the cultivation of cotton has never been made a technical study in China.

There are few parts of China where cotton of a fair staple does not grow; the great cotton growing region still remains the basin of the Yangtze valley where the white and yellow varieties grow side by side. Cotton grows in every province of China, even southern Manchuria. In the metropolitan province and in Shantung, the plants are from 15 to 18 inches in height, and here the bolls are either cleaned for cotton wool or are sold to merchants in the market towns. In some cases it is used on the spot where it is grown, to make a narrow width hand loom material very coarse but exceedingly strong.

There is scarcely a hamlet in any province which will not be found to contain a couple of spinning wheels and a cottage loom as part of the household furniture. The cottage looms used in weaving cotton vary from 12 to 18 inches in width and are exceedingly simple in construction. In fact from the very start of separating the

seeds, even if not the planting thereof, to the loom, all work is of the most primitive. The family hands are the chief machines of manipulation throughout all stages which succeed the tilling of the soil and the sowing of the seed. The result of these extremely crude Chinese processes tends to a coarseness of texture but at the same time to the production of a durable article, the better classes of which have become known as "Nankens."

In the provinces of Yunnan, Yunnan, and Szechuen, water power was used in many years back to assist the work of the native spinning wheels, and even sets of twelve and twenty spindles of very primitive structure were used. Later came into China the knowledge of foreign machinery which was permitted after a time to be imported for Chinese purposes solely.

This permission to import foreign machinery for Chinese use, led in the early seventies to the erection in Canton of a cotton spinning mill worked by steam. When however the owning company were ready to work the cotton, the growers were so superstitious concerning the new fangled steam devil that they would not trust the cotton out of their hands.

The experience of Chinese progressives in Canton did not deter the Chinese merchants of Shanghai from taking advantage of the right to import machinery, and their energies took shape in the Hwa Sheng Tso Tsang or H. E. Sheng's official cotton mill, and a little later in the Wah Sheng Tso Tsang. In the early nineties the Yu Yuen Company was started by Chinese and was in process of construction at the time of the China-Japanese war.

In the year 1880 Dr. Williams thought the native production of cotton was such that prices would not probably advance more than 10 per cent if the whole foreign importation of raw or manufactured cotton suddenly stopped. That was before the epoch making China-Japanese war.—*Shanghai Times*.

WEI-HAI-WEI LAND AND BUILDING CO.

The annual general meeting of the Wei-Hai-Wei Land and Building Co. was held at Shanghai on 8th inst.

The secretary read the notice convening the meeting when the Chairman said:—"Gentlemen the report and accounts have been for several days in your hands and with your consent we will take them as read."

The accounts show a more satisfactory state of affairs than any others that have been put before you at our annual general meetings. This is to a great extent due to our having been able to dispose of a part of our property known as Estate No. 6. That estate cost us and stood in our books at Tls. 7,770.02 and we sold it for £1,800 or Tls. 14,557.38, realising thereby a net profit, after paying expenses of Tls. 6,423.43. We have been able to pay off our debt balance with the bank and have now a credit balance. We have written off 33.13 per cent. from future account and we have invested in Shanghai Gas Co. debentures the sum of Tls. 8,691.24, this sum we suggest should be used for developing the Company's business, so soon as we learn definitely the British Government's intentions with regard to the future of Wei-hai-wei, and sufficient encouragement is given to invest capital in the place. I am sorry we have not been successful in obtaining from the British Government payment of our claim for the 1900 rents of the Jungluangs. When Mr. Hogg was in England he got certain members of the House of Commons to take an interest in the claim and did all he could to get the claim recognised, but without success. Our thanks, however, are due to Mr. Hogg for the trouble he took in the matter (applause). We think it as well to leave this item still standing in our books in the hope that some day the justice of our claim may be recognised. At the last annual meeting a shareholder suggested that the advantages of Wei-hai-wei as a deep water port and otherwise should be brought to the notice of the big shipping firms. Steps have been taken in this direction but we are afraid that until our Government makes known its future intentions with regard to Wei-hai-wei no extensive private outlays will take place in godowns and shipping facilities. Eight bungalows are now let for this season, which is the best the company has yet done. The furniture account has been considerably written low and as the company's buildings have been kept in good repair, we think we can say the general financial position of the company is sound and puts us in a position to take advantage of any opportunity that may arise for furthering the company's interests.

Before proposing the resolution re the accounts I shall be only too pleased to answer any questions any shareholder may wish to ask. There being no questions the Chairman proposed and Mr. W. C. Murray seconded that the report and account as presented be passed Carried.

Mr. W. A. C. Platt was unanimously re-elected a director of the company and Mr. A. R. Leake was elected auditor for the ensuing year. This concluded the business of the meeting.—*Shanghai Times*.

MR. Berrington, Director of Telegraphs Traffic Branch at Bombay, was deputed by the Government of India to proceed to Shanghai to assist in negotiations for the renewal of the Anglo-Chinese Telegraph Convention of 1891-1904, concerning which the Chinese Government has given notice, under the terms of the agreement, that they desire to modify its clauses. It is to be hoped that these negotiations will result in better telegraphic communication between Burma and the neighbouring Chinese province of Yunnan, and that trade between the two countries will thereby benefit and be increased. The better maintenance of time on the Chinese side of the frontier, and a reduction of rates are understood to be the chief points to be urged and discussed with the Chinese representatives. The line in Yunnan beyond the Bhamo border is known to be in a deplorable state of disrepair.

FIRE IN DES VŒUX ROAD.

THIS AFTERNOON.

The local Fire Brigade is being kept busy these days with big conflagrations and false alarms, and to-day they had a further suffocating experience. Hardly had they finished their mid-day meal when the fire bell rang out, and it was reported that a fire had broken out in Des Vœux Road Central. The Fire Brigade, under Captain Lyons and Chief Inspector Baker, lost no time in getting to the scene of the outbreak, will all necessary fire-fighting apparatus, and then it was learned that the fire was in the godown of the ship-chandlery firm of Che Ching Po of 74, Des Vœux Road, the godown being situated at the back, in No. 27, Chinese Street. The godown was stored with bales of tarred rope, and other inflammable material, and it was here that the fire broke out. The firemen got to work at once, and pumping up water from the Praya, soon had volumes playing upon the burning mass, and thus were not long in conquering the outbreak, the fire being got completely under in less than half an hour. The extent of the damage could not be ascertained as, on account of the nature of the goods, it will require some time to find out what quantity remain undamaged, quantities being saturated with water, but unburnt. The place was insured with Chinese insurance firms, for \$15,000, made up as follows: the Pak On Insurance Company, \$20,000, the Tang On \$5,000, the Hang On \$5,000, and the Chun On \$5,000. It is believed that the cause of the outbreak was a candle having knocked over a lamp into a pile of tarred rope.

COMMERCIAL.

SHARE LIST.

Messrs. Benjamin, Kelly & Potts' quotations to-day are subject to the following further alterations:—

Canton Insurances	...	\$28
China Traders	...	50
Indo-Chinians	...	123 1/2
Steam Water-boats	...	19

Shanghai advices, of 9th inst., state:—Business reported:—Indo-Chinians at Tls. 92 for July. Farnham, Blyds at Tls. 143 for March. Business done direct:—Indo-Chinians at Tls. 92 for July. Shanghai and Hongkong Wharf at Tls. 175 for March, and at Tls. 183 for June. B. N. L. Farnham, Blyds at Tls. 142 cash at Tls. 150 1/2 for July. Wei-hai-wei Golds at \$6. Langkats at Tls. 262 for June.

To-day's Advertisements.

TO LET.

FROM 1st April, ONE OFFICE ROOM on Second Floor, Prince's Buildings. Apply to: REUTER, BROCKELMANN & Co. Hongkong, 16th March, 1905. [376]

PUBLIC AUCTION.

THE Undersigned have received instructions from C. A. TOMES Esq., to sell by PUBLIC AUCTION, ON

MONDAY,

the 27th March, 1905, at 1.30 P.M., within his residence, No. 1, 4ough Hill, The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Consisting:—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, CANTON BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, CRUSSEL'S and TIENTSIN CARPETS and RUGS, SHANGHAI CURTAINS, BRASS BEDSTEDS with WIRE and HAIR MATTRESSES, PICTURES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP BUREAU with BEVELLED GLASS, MARBLE TOP WASHSTANDS, MARBLE BATH TUBS, &c., &c., &c.

One AMERICAN MARBLE EFFRIGERATOR; AND A Great Quantity of PLANTS in Pots. Catalogues will be issued. Terms:—As usual. HUGHES & BOUGH Auctioneers. Hongkong, 16th March, 1905. [177]

ROYAL ENGINEER THEATRE, WELLINGTON BARRACKS.

THE ROYAL ENGINEER VARIETY CLUB will give Dramatic, Vocal and Instrumental Entertainments ON

OR

MONDAY, TUESDAY AND WEDNESDAY, 20th, 21st and 22nd March, 1905.

Staff night on Tuesday, March 21st, under the distinguished patronage and presence of H.F. the G.O.C., C.R.E., and Officers R.E. Plan of seats for Monday and Wednesday may be seen, and Tickets obtained at the R.E. Sergeants' Mess, from Q.M.S. Hunt, R.E., and S.S. McGeary, R.E., or at the doors on nights of Performances.

Plan of seats for "Staff Night" Tuesday, 21st, may be seen, and Tickets obtained at the R.E. Orderly Room, Head Quarter Offices. Prices of admission for Monday and Wednesday, 20th and 22nd. Reserved and numbered chairs.

Rows A, B, and C	\$1.00
Rows D, E, F and G	75
Back Seats	50
Prices of admission "Staff Night" Tuesday, 21st.	

Reserved and Numbered Chairs A to G. \$2.00 Back seats at the door 50 Doors open at 8 P.M. Commence at 8.30 P.M. Chairs may be ordered for 1 P.M. God Save the King. Hongkong, 16th March, 1905. [378]

FOR MARSEILLES, HAVRE AND HAMBURG.

THE Steamship

"RHENANIA,"

Captain Behrens, will be despatched for the above Ports, on MONDAY, the 20th instant, at 5 P.M., sharp. For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 16th March, 1905. [379]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL. THE DALLAS-BANDMANN OPERA CO.

TO-NIGHT! (THURSDAY), 16th March, will be produced the Successful Musical Comedy, "THE GIRL FROM KAYS," From the Apollo Theatre, London.

TO-MORROW, (FRIDAY) & SATURDAY, 17th & 18th March, "THE GIRL FROM KAYS."

MONDAY, 20th March, Grand Production of the Romantic Light Opera, "THE DUCHESS OF DANTZIG," From the Lyric Theatre, London.

Catherine Uppsher Mrs. Henry Dallas. Napoleon Mr. Henry Dallas.

Doors open 8.30 P.M. Commence 9.00 P.M.

Plan at Messrs. ROBINSON PIANO Co., Ltd. Late Train 15 minutes after the Performance. F. C. GARTON, Business Manager. Hongkong, 16th March, 1905. [384]

THE DAIRY FARM CO., LIMITED, AUSTRALIAN FRESH MEATS.

BEEF—Sirloin per lb. 30 cents. Rump Steak " 30 " Porterhouse Steak " 30 " Suet " 20 " Soup Meat " 16 " MUTTON—Legs " 32 " Lamb Chops " 32 " Rib Chops " 28 " Fore Quarters " 24 " Breast " 12 " Sheep Tongues each 20 " Sheep Kidneys per lb. 30 "

LAMB—Ham (Quarter) per lb. 30 " Legs " 30 " Lamb Chops " 30 " Rib Chops " 24 " Fore Quarters " 20 " Pork—Legs " 45 " " " 45 " Chops " 40 " Shoulder " 30 " Sausages " 50 " Fritz Sausages " 60 "

CORNER MEAT (OUR OWN PICKLING). BEEF—Corned Round per lb. 35 cents. Corned Brisket " 25 " PORK—Corned " 30 "

POULTRY. HOUSE FED CAPONS and CHICKENS (own feeding) per lb. 32 cents. HOUSE FED TURKEYS (own feeding) " 70 "

SPECIAL NOTICE. All the meat imported by us is officially examined and certified in perfect condition before shipment. Hongkong, 16th March, 1905. [45]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LIMITED, Agents. Hongkong, 15th March, 1905. [8]

Intimation.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS By Appointment to

H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stages.

[74]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	17th March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWOW"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMEDES"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.

S.S. "Oanfa" left Singapore p.m. on Saturday and may be expected to arrive here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
GENOA, MARSEILLES & L'POOL	"ALCANTARA"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	18th March, p.m.
	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	19th March.
MANILA	"TEAN"	21st "
KOBE	"CHINGTU"	22nd "
CEBU and ILOILO	"SUNGKIANG"	28th "
CHEFOO and TIEN SIN	"KANSU"	29th "
MANILA, PORT DARWIN, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th March, at 4 P.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 25th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"SUISANG"				

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	March 31st, 1905.
"NUMANTIA"	4370	Dremer	April 20th, "
"ARABIA"	4483	Bable	May 11th, "
"ARAGONIA"	5198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG;
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1901.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1309 | J. P. MARTIN. || "KWONG TUNG" | 1238 | H. W. WALKER. |
Leave Hongkong for Canton at 9 every evening (Saturday excepted).		
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).		
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.		
Passage Fare—Single Journey		
Meals		
The Company's Wharf is a short distance West of the Harbour Master's Office.		
SHU ON S.S. CO., LTD., and YUEN ON S.S. CO., LTD., No. 8, Queen's Road West.		
Hongkong, 10th January, 1905.		

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 3.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 50 cents; Steerage, 10 cents.
TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.
On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"
C. H. Burch, Commander, will be despatched for
the above Ports, on or about MONDAY, the
20th March.This Steamer has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th February, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"
Captain G. M. Symmers, will be despatched as
above, on TUESDAY, the 21st inst., at Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 13th March, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain F. Wheeler, will be despatched as
above, on TUESDAY, the 21st inst., at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th March, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SAINT FILLANS" 24th | March, 1905. || "LOWTHER CASTLE" | 18th | April, " |
For Freight and further Information, apply to		
DODWELL & Co., LIMITED, Agents.		
Hongkong, 16th March, 1905.		

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE"
will be despatched for the above Ports, on
MONDAY, the 27th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th March, 1905.

Shipping—Steamer.

SHEWAN, TOMES & Co.
FOR KOBE.THE Steamship
"HUGIN"
will be despatched for the above Port, on or
about FRIDAY, the 17th instant, at 4 P.M.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th March, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant, at
9.30 A.M.All Claims must reach us before the 27th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 14th March, 1905.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW MORNING.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 21st instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant,
at 9.30 A.M.All Claims must reach us before the 27th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 14th March, 1904.

FROM HAMBURG, BREMEN, ROT-
TERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"NASSOVIA,"
Captain Cantieni, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. China.
From Calcutta, ex S.S. Sumatra.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 P.M., TO-DAY.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 17th inst.,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th March, 1905.

Intimations.

THE FAMOUS "MAB" RAZOR
WEIGHT LESS THAN 1 OUNCE.THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.Will be mailed to any address on receipt of
the price (\$2), post free.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for Far East, HOWARD & Co.,
29, Des Vœux Road, Central, Hongkong.
Agents wanted in every port.For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN.
Marshall and
Elvy'sDOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904.

WEISMANN, LTD.
(CAFÉ WEISMANN.)THE place par excellence in Hongkong
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,
Central.Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Biscuits and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café
in the Orient.

Hongkong, 17th December, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 6th December, 1904.MEE CHEUNG,
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New

Intimations.

ASSOCIATION OF YORKSHIREMEN IN HONGKONG AND CHINA.

THE ANNUAL DINNER will take place at the HONGKONG HOTEL, on SATURDAY, the 18th of March.

Yorkshiremen intending to be present are requested to communicate with the Under-Secretary.

As decided by the Parent Society the term "YORKSHIREMEN" includes the following:—
(1) A person born in Yorkshire. (2) A person of Yorkshire parentage on either side. (3) A person who is identified by residence with the County of York.

ARTHUR CHAPMAN,
Hon. Secretary.

Hongkong, 28th February, 1905.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd Jan., 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES

AT THE
ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905.

TRIM MARK

COURE

MEN & WOMEN

Big O is a non-poisonous remedy for any venereal discharge and inflammation, irritation of ulceration of mucous membrane, gonorrhea, guaranteed not to stricture, prevent contagion.

SOLD BY CHEMISTS.

Directly mailed on request.

MANUFACTURED BY
THE BRASS CHEMICAL CO.
CHICAGO, U.S.A.

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.

H. RUTTONJEE,
No. 5, D'Aguiar Street, Hongkong.
No. 37, Elgin Street, Kowloon.

SAVARESSIE'S

SANDAL

CAPSULES

Efficient because absolutely pure. English Oil. Not made of gelatine. Full directions on all bottles.

INSIST ON SAVARESSIE'S

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1901.

Sanitas

IN AN
Unparalleled
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and is general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Klingzell's Fumigating Candles
apply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Shipping.

ARRIVALS.
Minnesota, Am. s.s., 13,123, J. H. Rinder, 15th Mar.—Seattle, U.S.A. 23rd Jan. and Manila 12th Mar. Gen.—N. V. K.
Japan, Br. s.s., 2,795, E. P. Martin, 15th Mar.—Yokohama 4th Mar. Gen.—P. & O. S. N. Co.
Wongkoi, Ger. s.s., 1,777, W. Reher, 15th Mar.—Swatow 13th Mar. Rice.—B. & S.
Emma Luyken, Ger. s.s., 1,160, H. Mariens, 15th Mar.—Cheribon (Java) 8th Mar. Sugar.—Chinese.
Patroclus, Br. s.s., 3,517, E. G. Dickens, 15th Mar.—Shanghai 12th Mar. Gen.—B. & S.
Clara Jensen, Ger. s.s., 1,103, F. Bendixen, 15th Mar.—Canton 14th Mar. Gen.—J. & C.
Lyteemoon, Ger. s.s., 1,138, Th. Lehmann, 15th Mar.—Shanghai 11th Mar. Gen.—S. & Co.
Pha Nam, Ger. s.s., 1,021, F. v. Mangelsohn, 15th Mar.—Bangkok 7th Mar. Rice and Gen.—B. & S.
Maussa, Br. s.s., 1,644, S. J. Payne, 15th Mar.—Samarang 10th Mar. Timber and Gen.—M. & Co.
Tjinhah, Dut. s.s., 2,475, N. W. Juriaanse, 15th Mar.—Amoy 13th Mar. Gen.—J. C. J. L.
Clavering, Br. s.s., 2,154, D. Barton, 15th Mar.—S. in a Cruz and Moji 3rd Mar. Ballast.—C. C. S. S. Co.
roteus, Nor. s.s., 1,023, C. Möller, 15th Mar.—Moji 11th Mar. Coal.—Aagaard & Thorsen Co.
Melades, Br. s.s., 2,932, F. G. Purington, 15th Mar.—Tacoma via Japan Ports 2nd Feb. Coal and Gen.—D. & Co. Ltd.
Iaimun, Br. s.s., 636, A. J. Robson, 16th Mar.—Swatow 15th Mar. Gen.—D. L. & Co.

Clearances at the Harbour Office.

Opland, for Canton.

Paul Beau, for Canton.

Madeline Rickmers, for Swatow.

Narvovia, for Shanghai.

Yokohama, for West River.

Hongkong, for Shaw-Sung.

Hongkong, for Canton.

Wingchai, for Macao.

Yokohama, for Canton.

Princess Alice, for Europe.

Alcinour, for Shanghai.

Umballa, for Yokohama.

Ramora, for Kobe.

Willard, for Kobe.

Lavet, for Saigon.

Hallin, for Hoihow.

Patroclus, for Singapore.

Narvovia, for Shanghai.

Jelunga, for Yokohama.

Passengers arrived.

Per Haimun, from Swatow—Mr. and Mrs. May, Dr. Ellis, and 190 Chinese.

Per Japan, from Yokohama for Singapore—Mr. J. E. Pearce. From Shanghai for London—Mr. and Mrs. and Miss Watt, 2 children, 1 infant, and amah, Mr. T. Mahoney.

Per Minnesota, from Seattle, &c.—Mrs. Rebecca Blabon, Mr. F. B. Clark, Mrs. D. Hersey, Messrs. Walter Hill, G. E. Hyde, Alex. Robertson, Geo. Sutherland, K. Nagai, T. Yukino, C. H. Purcell, Mr. and Mrs. T. C. Smith, Mrs. E. W. Keimel, Mr. W. Elliott, Mr. and Mrs. J. Gibson, Mr. and Mrs. Barretto, Mr. and Mrs. L. F. Mason, Mr. and Mrs. J. Wright and child, Lieut. W. C. Fry, Messrs. H. Werner, P. Q. Casey, R. Morse, D. Koc, Lieut. A. McAllister, Messrs. Frank Rister, Wadleigh, Miss L. D. Noel, Lieut. Geo. Sweet, Mrs. W. H. Lane, Mrs. W. E. Nussgraver, Judge J. E. Blunt, Mr. and Mrs. G. G. Barum, Messrs. C. G. Harman, J. A. C. House, Gang Kan, China, Tai Tai Vow Choi San, Miss Mable Nault, Messrs. B. H. Smith, H. C. McComb, A. J. Rice, Chung Pin, Mrs. Kum Yuen, Messrs. Miguel Rodriguez Morgado, Manuel J. Gonzales, 83 Chinese, 12 Indians, 1 Japanese, 1 Filipino, and 3 Portuguese.

or Tjinhah, from Amoy—152 Chinese.

Passengers departed.

Per Athenian, for Vancouver, &c.—Mr. G. H. Rubie, Mr. and Mrs. C. A. Ormsby, Mons. C. A. Ormsby, Mons. M. Peysson, Mons. F. Dev, Mrs. F. H. Kew, Mrs. J. Umley and son, Messrs. S. Redcliff, A. Milmore, Mrs. J. E. Snook, Dr. C. J. Kew, Rev. J. E. Snook, Mr. J. Rowden, Messrs. W. Nicholson, S. James, J. Mitchell, J. Just, F. Francis, C. C. McLennan, Mr. and Mrs. P. C. Vicent, child and infant, Messrs. Volckens, Wm. Black, O. Y. Hibbert, Jec. Turner, Lord Hawke, Messrs. M. C. Houser, N. Brock, J. H. Marshall, J. C. Chute, J. H. Wilson, Capt. T. F. Schley, Messrs. J. B. Galloway, R. H. A. Page, Miss E. W. Thorne, F. A. Lander, Miss David, Mrs. Temie Potts, Mrs. J. C. Coppage, and Mrs. P. Dolz.

Shipping Report.

Str. Haimun from Swatow—Strong N'y breeze, moderate sea, sky overcast with rain.

Str. Lyteemoon from Shanghai—Light and variable winds, very much fog all the way.

Str. Pleiades from Tacoma—Light to moderate variable winds, and overcast, cloudy weather, thick fog from Tung Yung to port.

Str. Hopsang from Saigon—Moderate variable winds, slight sea, fine and clear to 20° S. of Gap Rock, from there dense fog to port.

Vessels in Port.

STRAMERS.

Aldgate, Br. s.s., 2,704, H. Nicholson, 14th Mar.—Penarth 1st Jan. Coal.—Order.

Arratoon, Apar, Br. s.s., 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb. Gen.—D. S. & Co. Ltd.

Auchenarden, Br. s.s., 2,256, Crowder, 7th Mar.—Kuching 2nd Mar. Coal.—M. B. K.

Borneo, Br. s.s., 1,344, E. Mable, 13th Mar.—Bandakan 8th Mar. Timber and Gen.—M. & Co.

Borneo, Br. s.s., 403, A. C. Stewart, 13th Mar.—Singapore 3rd Mar. Gen.—Order.

Boscombe, Br. s.s., 2,446, Mackay, 13th Mar.—Durban 5th Feb. Coal.—Order.

Caster, Nor. s.s., 774, Y. Marthin, 14th Mar.—Singapore 6th Mar. Petroleum.—Mr. Geo. MacBain.

Chingtu, Br. s.s., 1,459, J. McD. Howie, 4th Mar.—Melbourne 25th Jan. and Manila 1st Mar. Gen.—B. & S.

Chunshang, Br. s.s., 1,418, R. Cox, 13th Mar.—Hongkong 10th Mar. Coal.—J. M. & Co.

Confidence, Ital. s.s., 1,698, R. Lico, 11th Mar.—Moj 6th Mar. Coal.—J. C. J. L.

Empress of China, Br. s.s., 3,046, R. Archibald, 14th Mar.—Vancouver, B.C., 21st Feb. and Shanghai 12th Mar. Ballast and Gen.—C. P. R. Co.

Fido, Nor. s.s., 890, J. Larsen, 13th Mar.—Card 11th Jan. Coal.—Order.

Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.—Saigon 3rd Mar. Rice.—J. & C.

Haged, Nor. s.s., 788, S. Steinsen, 13th Mar.—Newport 14th Jan. Coal.—Order.

Hopsang, Br. s.s., 1,359, J. M. Hay, 14th Mar.—Saigon 9th Mar. Rice.—J. M. & Co.

Katharine Park, Br. s.s., 1,075, W. H. Capp, 12th Jan.—Sasebo (Japan) 8th Jan. Light.—G. L. & Co.
Mercedes, Br. s.s., 2,935, G. S. McGreor, 1st Mar.—Weihaiwei 25th Feb. Ballast.—Naval Stores.
Oansang, Br. s.s., 1,797, J. T. Davies, 10th Mar.—Samarang 27th Feb. Sugar.—J. M. & Co.
Opland, Nor. s.s., 844, Th. W. Schlyker, 14th Mar.—Chinwangtao 7th Mar. Gen.—C. E. & M. Co.
Pollux, Nor. s.s., 779, C. Svendsen, 14th Mar.—Rajang (Borneo) 7th Mar. Timber.—Order.
Serafaya, Ger. s.s., 1,803, L. Reimer, 14th Mar.—Bremenharfen, 29th Jan. Gen.—J. & C.
Stentor, Br. s.s., 4,308, Chas. Jackson, 14th Mar.—Shanghai 11th Mar. Gen.—B. & S.
Suisang, Br. s.s., 1,776, F. Wheeler, 14th Mar.—Calcutta 25th Feb. Penang and Singapore 8th Mar. Gen.—J. M. & Co.
Sungking, Br. s.s., 1,021, Pennefather, 11th Mar.—Iloilo 7th Mar. Wood.—B. & S.
Taishan, Br. s.s., 1,121, A. Jones, 11th Mar.—Saigon 6th Mar. Rice, Meal and Gen.—B. & Co.
Westminster Bridge, Br. s.s., 2,208, A. W. Wenlock, 13th Mar.—London and Singapore 23rd Nov. Coals.—Order.
Zafiro, Br. s.s., 1,611, R. Rodger, 13th Mar.—Manila 11th Mar. Gen.—S. T. & Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904. Petroleum.—S. O. Co.

King George, Br. ship, 2,057, J. White, 11th Feb.—Philadelphia, U.S.A. 6th Sept., 1904. Case Oil.—S. O. Co.

Manuel Laguna, Br. ship, 1,646, D. G. Nickels, 11th Feb.—Chetoo 4th Feb. Ballast.—Order.

Saint Louis, Fr. ship, 1,625, Mathis, 23d Feb.—New York 4th Nov. Oil.—S. O. Co.

Steamers Expected.

Vessels From Agents Due

Ceylon Singapore P. & O. Co. Mar. 17

Oanfa Singapore B. & S. Mar. 17

Korea Shanghai P. M. Co. Mar. 18

Beira Singapore N. Y. K. Mar. 18

Rhenia Shanghai H. A. L. Mar. 18

Tokio Singapore M. M. Mar. 18

Slavonia Singapore H. A. L. Mar. 20

Benevue Singapore G. L. & Co. Mar. 20

Kumsang Singapore J. M. & Co. Mar. 21

Copie Japan P. M. Co. Mar. 21

Tartar Vancouver C. P. R. Co. Mar. 29

Nicomedia Portland J. P. & Co. Mar. 30

Claverburn New York S. T. & Co. April 25

Hongkong & Whampoa Dock Returns.

U.S.A.T. Lisicum at Kowloon Dock.

Sobralense " " " "

Venus " " " "

H.M.S. Janus " " " "

U.S.S. Callao " " " "

Clara Jensen " " " "

Chingtu " " " "

Westminster Bridge " " " "

Zafiro " " " "

Clavering " " " "

Ships Passed The Canal.

Onward—17th February—Oanfa, Ceylon.

Heatherfield, India, 21st February—Benvenue.

21st February—Teakur, Tonkin, Ras Rowa.

Verbia, India, Kaeren, S'kikela, 28th Feb.

28th Feb.—Sagovia, Nannukulu, Palma, Dagny.

Hilary, 4th March—Jaxon, Karoon, Cairo.

Altimannia, 7th March—Indramaya, Pera.

Annam, Benador, Orange, Fallodon Hall.

Penna, Prins Elit Fridrich, 11th March—

Dardanus, Zelen, Anglia, Stehney, Queen.

Alexandra, Jibin, 15th March—Glenloch.

Armande, Hic, Himalaya, Javn, Elitrichdale.

Ellerbet, Gaarden, Hatsu, Hebi, Kalibia.

Langdale, Venus.

Homeward—27th February—Croydon, 7th

March—Prism, 15th March—Ambrisa, Ghazee.

Arrivals at Home—18th February—Socotra.

21st February—Kintuck, Australia, 28th Feb.

Armenia, Gilela, Moyuna, Room, Seld.

4th March—C. Ferd Laski, Hector, 6th

March—Simenza, 7th March—Benlmond.

Ernest Simons, Laos, Palawan, 11th March

Bayern, 13th March—Hyson.

Post Office.

A Mail will close for—

Macao—Per Wingchai, 17th Mar., 7:30 A.M.

Canton—Per Haimun, 17th Mar., 7:30 A.M.

Swatow—Per Haimun, 17th Mar., 9 A.M.

Bangkok—Per Pakmar, 17th Mar., 9 A.M.

Macao—Per Haimun, 17th Mar., 1:15 P.M.

Kobe—Per Haimun, 17th Mar., 3 P.M.

Canton—Per Haimun, 17th Mar., 5 P.M.

Kongmoon, Kumchuk and Kaukong—Per

Tak Hing, 17th Mar., 5 P.M.

Canton—Per Kinsan, 18th Mar., 7:30 A.M.

Macao—Per Wingchai, 18th Mar., 7:30 A.M.

Manila—Per Zafiro, 18th Mar., 9 A.M.

Batavia, Samarang, Sonrabaya and Macassar

—Per Tjinhah, 18th Mar., 11 A.M.

Macao—Per Haimun, 18th Mar., 1:15 P.M.

Manila—Per Pleiades, 18th Mar., 9 P.M.

Shanghai—Per Choyang, 18th Mar., 3 P.M.

Swatow, Foochow and Shanghai—Per Chun-

yang, 18th Mar., 5 P.M.

Swatow, Amoy and Foochow—Per Haimun,

18th Mar., 5 P.M.

Swatow, Amoy and Tamsui—Per B. Bjorn-

son, 18th Mar., 5 P.M.

Shanghai—Per Haimun, 19th Mar., 9 A.M.

Canton—Per Haimun, 19th Mar., 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and

Seattle, Wash.—Per Minnesota, 20th Mar.

NOON.

Singapore, Penang and Colombo—Per

Rhenania, 20th Mar., 4 P.M.

Europe, &c., India, via Tuticorin—Pe

Oceanic, 21st Mar., 11 A.M.

Singapore, Penang and Calcutta—Per Swi-

rang, 21st Mar., 2 P.M.

Manila—Per Tjinhah, 21st Mar., 3 P.M.

Kobe—Per Confidance, 21st Mar., 3 P.M.

Kuwait and Sandakan—Per Borneo, 22nd

Mar., 8 A.M.

Kobe—Per Chingtu, 22nd Mar., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco—Per Korea, 24th

Mar., 11 A.M.

Manila—Per Rust, 25th Mar., 9 A.M.

Europe, &c., India, via Tuticorin—Per

Malta, 25th Mar., 10:45 A.M.

Chetoo and Newchang—Per Hunan, 25th

Mar., 3 P.M.

Tientsin—Per Ewang, 27th Mar., 3 P.M.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIE".

Captain Oliver, will be despatched for MARSEILLES on TUESDAY, the 21st March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 14th April.
S.S. *TONKIN* 18th April.
S.S. *DUMBEA* 2nd May.

L. BRIDOU,

Acting Agent.

Hongkong, 8th March, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

The Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th March, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Exmouth*, due in London on the 6th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 10th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleides</i> 1	3,753	F.G. Purington	At Mar. 30
<i>Shawmut</i> 1	9,666	E. V. Roberts	April 13
<i>Tremont</i> 1	9,666	T. W. Garlick	April 21
<i>Lyra</i> 1	4,417	G. V. Williams	May 15

1. Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

<i>Pleides</i> 1	3,753	F.G. Purington	At Mar. 18
<i>Tremont</i> 1	9,666	T. W. Garlick	April 13
<i>Lyra</i> 1	4,417	G. V. Williams	May 3

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

Therewill-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 10th March, 1905.

BOO CHEONG,

昌

STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellam's Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naptha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

TO LET.

HOUSE in CLIFTON GARDENS, Conduit Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for Bachelors, in Queen's Road Central.

Apply—

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIELD).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 7th March, 1905.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing Tsai Tsoi, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 6th January, 1905.

A FOOK & Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from all alongside, at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Collected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	85,000	\$125	\$125	£1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	1,493,408 \$21,668	Div. of £1.10/- and bonus of £1 @ ex- change 1/16 = \$2.46 for second half-year 1904	\$740 sales London 3/7 1/2 \$36 buyers
National Bank of China, Limited	99,925	£7	£7	£1,400,000 \$11,739	\$150,494	\$17 for 1903	\$280 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$950,000 \$141,992 \$324,366 \$371,445	Nil.	\$4 1/2 for year ended 30.1.1904	\$581 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	£1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	Nil.	Final of 10/- making £1 for 1903	Tls. 95
North China Insurance Company, Limited	10,000	£15	£5	£1,800,000 \$14,400,000 \$432,749 \$803,110 \$846,773 \$700,000 \$57,794	Tls. 217,119	\$35 for 1903	\$695
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$2,078,997	\$12 for 1902	\$160
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$486,284	\$6 dividend & \$1 bonus for 1903	\$86 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$329,047	\$34 for 1903	\$315 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$360,372	\$5 for 1900	\$22 buyers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$3 for year ended 30.6.1903	\$34 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	none	Nil.	\$1 for second half-year 1904	\$26 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£205,000 \$1,640,000	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	\$123
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£40,000 \$320,000	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 53 sales
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	£40,000 \$320,000	Tls. 55,541	Interim of 1/- (Coupon No. 5) for 1904	Tls. 49 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	£4,116 \$32,928	Tls. 55,541	\$1.80 & b. 40 cts for year ending 30.4.04	Tls. 27
"Star" Ferry Company, Limited	10,000	\$10	\$5	£15,000 \$120,000	\$1,287	\$5 for 2nd 1/2-year making \$13 for 1903	\$37 1/2 sellers \$29 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	£10,000 \$80,000	\$33,648	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	\$29 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	£10,000 \$80,000	Tls. 6,190	Interim of \$5 for 1904	\$228 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	\$3 for 1897	\$25 buyers
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	none	Dr. \$73,905	Tls. 2 1/2 for year ending 30.9.04	Tls. 5 1/2 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 1,633	No. 3 of 1/6 50 cents making G. \$1 for 1904	Tls. 7 1/2 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000 \$320,000	Dr. \$7,820	No. 12 of 1/4 = 48 cents	\$4
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,091	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873 \$38,984	Dr. \$4,029	\$3.75 for 1903	\$40 buyers
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$560,000	\$10,517	Final of \$2 1/2 making \$5 for 1904	\$105 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$10,000 \$80,000	\$29,422	\$5 dividend and \$1 bonus for 2nd half- year 1904	\$207 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$30,000 \$240,000	\$498,789	\$10 div. & \$5 bonus for year end. 30.6.04	\$220
Howarth Franks, Limited	12,000	\$100	\$100	\$60,000 \$480,000	\$489	\$12 for 1903	\$25 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$36,000 \$288,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	\$200 buyers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$275,000 \$2,200,000	Tls. 48,153	\$7 dividend	Tls. 14 1/2 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 5,520,000 \$44,160,000	Tls. 22,895	Interim of Tls. 4 for 1904	Tls. 147 1/2 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200,000 \$25,600,000	\$43,712	\$6 for first half year 1904	\$360 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$3,700,000 \$29,600,000	Tls. 1,760	Tls. 18 for 1903	Tls. 190 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	none	\$9,089	\$2 1/2 for year ended 30.6.1904	\$32 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 41,000 \$328,000	Tls. 655	Interim of Tls. 4	Tls. 150 sellers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000 \$800,000	Tls. 655	\$5 for first half-year 1904	\$142 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$4,800,000	\$37,875	Final of \$6 making \$12 for 1904	\$12 1/2 sales
Pong-tung Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Tls. 13,086 \$104,688	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	Tls. 19 1/2 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$200,000 \$1,600,000	\$11,958	90 cents for 1904	\$12
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	none	\$377	\$3 for 1904	\$38 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Tls. 828,813 \$6,630,504	Tls. 40,166	Tls. 3 final and Tls. 2 bonus, making Tls. 5 for 1904	Tls. 114 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Tls. 5 for 1904	Tls. 50
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 127 1/2
Tientsin Land Investment Company, Limited	7,226	Tls. 100	Tls. 100	none	Tls. 5,150	None	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$55 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 27 1/2 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	50 cents for the year ending 31.7.04	\$14 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	Interim of 3% a/c 1898	Tls. 25 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 \$6,000,000	Tls. 13,629	Interim of 4% a/c 1898 on 6,000 shares	Tls. 30 sales
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$6,400,000	Tls. 10,000	4% for 1897	Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 \$8,000,000	Tls. 22,050	\$125 for year ending 30.6.1900	\$100 buyers
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$91
Philippine Company, Limited	7,500	\$10	\$10	Tls. 24,820 \$198,560	Tls. 1,091	First year	Tls. 67
SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED.							
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	Tls. 25,000 \$200,000	\$2,883	Interim of 50 cents for 1904	8%
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5%
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2%
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2%
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	Preferential of 7 per cent for 1904	7%
Do. (New Issue)	24,000	\$15	\$12	none	Nil.	60 cents for 1903	4 1/2%
China Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	8 1/2%
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000 \$200,000	Tls. 1,942	None	Tls. 70 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2%
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 15,318	\$12 for year ending 31.7.1903	Tls. 20 sales
E. L. Mondon, Limited	7,100	\$50	\$50	\$112,500 \$900,000	\$2,706	Tls. 5 for 1902	\$10
Fraser and Neave, Limited	100,000	\$10	\$10	\$25,000	\$9,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2%
Green Island Cement Company, Limited	50,000	\$10	\$5	\$25,000	\$13,104	\$2 for 1904	7 1/2%
Do. (New Issue)	21,000	\$20	\$20	\$180,000 \$1,440,000	\$13,104	First year	14%
Hall & Holtz, Limited	7,000	£10	£10	£23,109 \$184,872	£7,225	Interim of \$1	7 1/2%
Hongkong & China Gas Company, Limited	30,000	\$10	\$10	none	\$1,747	£1 div. and 2/- bonus for 1903	6 1/2%
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,797	\$1.00 for year ending 30.4.1904	6 1/2%
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$5,356	50 cents for year ending 30.11.1904	6%
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$8,395	\$10 for \$13 making \$17 for 1904	7 1/2%
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$299	Final of \$13 making \$17 for 1904	6 1/2%
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	\$10 for 1903	10 1/2%
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000 \$3,000,000	\$21,582	\$10 for year ending 30.9.04	9 1/2%
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	Tls. 328,210 \$2,625,680	Tls. 35,849	\$10 for year ending 31.10.1903	12%
Maatschappij tot Mijn- Bosch en Landbouwe- rij op de plaats in Langkat, Limited	25,000	Gs. 100	Gs. 100	none	\$803	1st quarterly of Tls. 7 1/2, paid 15.3.05	8%
Maynard and Company, Limited	3,400	\$10	\$10	none	\$832	\$5 for year ended 31.10.1903	8%
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$5,537	Final of \$3 making \$5 for the year ending 30.6.04	9%
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 \$800,000	Tls. 8,110	Final of Tls. 5 making Tls. 8 1/2 for 1904	8%
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2%
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	9 1/2%
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000 \$1,120,000	Tls. 7,950	Interim of 15/- for 1904	6%
Singapore Dispensary, Limited	6,000	\$25	\$25	\$60,000	\$800	\$5 for year ended 31.7.1903	6%
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	\$22 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2%
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 for second half year 1903	10%
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000		\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2%
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 453	Tls. 2 for half year	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2%
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$400	90 cents for year ending 31.5.1904	9 1/2%
Do. (Founders)	10,000	\$10	\$10	\$4,800	\$1,042	\$1 1/2 for 1903	10 1/2%
Watkins, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2%
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588		\$12 1/2 sellers